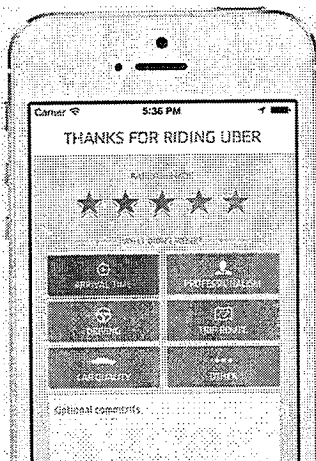


WHAT IS UBER?

Uber is a technology company whose smartphone application connects people who need a ride with a driver at the tap of a button. The Uber app is available in over 200 cities in 45 countries. Uber's technology gives drivers added efficiency and an opportunity to grow their own business, while giving riders access to safest and most reliable transportation options – even in traditionally underserved areas.

BACKGROUND CHECKS YOU CAN TRUST

Every ridesharing and livery driver is thoroughly screened through a rigorous process we've developed using industry-leading standards. This includes a three-step criminal background screening for the U.S. – with county, federal and multi-state checks that go back as far as the law allows – and ongoing reviews of drivers' motor vehicle records throughout their time on Uber.



ANONYMOUS FEEDBACK, FULL ACCOUNTABILITY

After every trip, we ask you to rate the driver and provide feedback about your ride – but your comments always remain anonymous to them. We are constantly monitoring feedback to help drivers improve the Uber experience they deliver. Drivers work hard to keep their ratings high, and they know our culture of accountability goes both ways.

DRIVERS RATE RIDERS TO GIVE YOU CONTROL

Driver feedback counts, too. We're not OK with any rider behavior that makes drivers concerned for their safety or the safety of their vehicles. Riders who are reported to be abusive toward drivers or violate our terms of service will lose access to the system.

DRIVER PROFILES FOR PEACE OF MIND

Making sure you always have a safe, relaxing ride starts before you even get in an Uber. You'll see your driver's name, license plate number, photo, and rating when your request is confirmed – so you know who's picking you up ahead of time. Drivers are also professional and friendly during the ride, respectful of your privacy or your preference for casual conversation. And after the trip, you'll still be able to contact the driver in case you leave something behind.



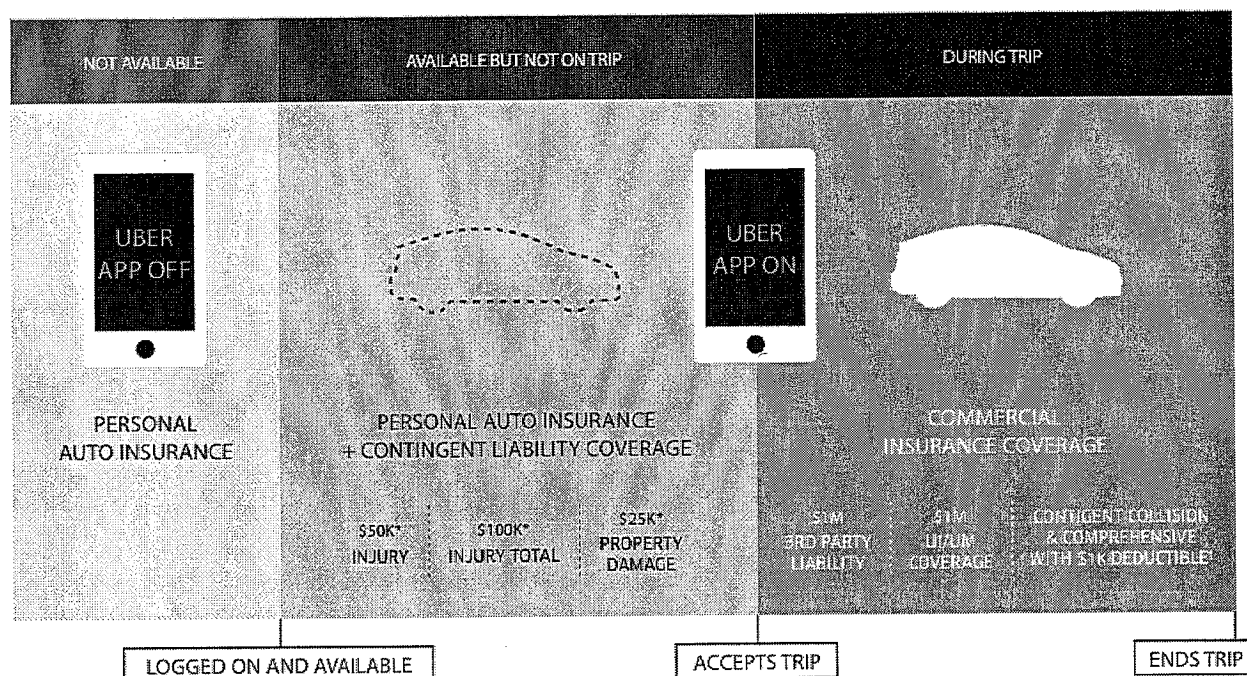
VEHICLE STANDARDS THAT RAISE THE BAR

Not just any car can be an Uber. It's a title reserved for safe, high-quality vehicles that are in exceptional condition. In the U.S., the average model year for vehicles on our platform is 2008, and none are from before 2004+. With our recently launched vehicle financing partnership, we are continuously helping drivers bring brand new Toyota and GM vehicles onto the system.

END-TO-END INSURANCE, WE HAVE YOU COVERED

From the moment you get into any Uber product (e.g. uberX, UberBLACK) to the moment you're dropped off, your ride is covered by commercial liability insurance. That goes for every trip in every city around the world. In the U.S. specifically, ridesharing has become a popular choice — and Uber is the first company to ensure true end-to-end insurance coverage for ridesharing, with drivers on uberX protected by liability coverage even between trips.

uberX Ridesharing Insurance Coverage



*PROVIDES BACK-UP COVERAGE WHEN/IF DRIVER'S PERSONAL AUTO INSURANCE DECLINES CLAIM

*PROVIDES COVERAGE IF DRIVER'S PERSONAL AUTO INSURANCE INCLUDES COLLISION COVERAGE; UP TO \$50K MAXIMUM (UPDATED 7/14/2014)

NO RANDOM PICK-UPS, SO YOU FEEL AT EASE

Before riding with Uber, customers are required to create an account with their personal and payment information — and rides can only be requested through the app, so there's a detailed record of every customer and every trip.

NO HAILING, SAFE PICKUPS

The Uber app automatically pinpoints your location to provide true door-to-door service. That means you stay safe and comfortable wherever you are until a driver arrives. No more waiting alone on a dark street hoping you can hail a taxi.

CASHLESS TRANSACTIONS PROTECT YOU FROM RISK

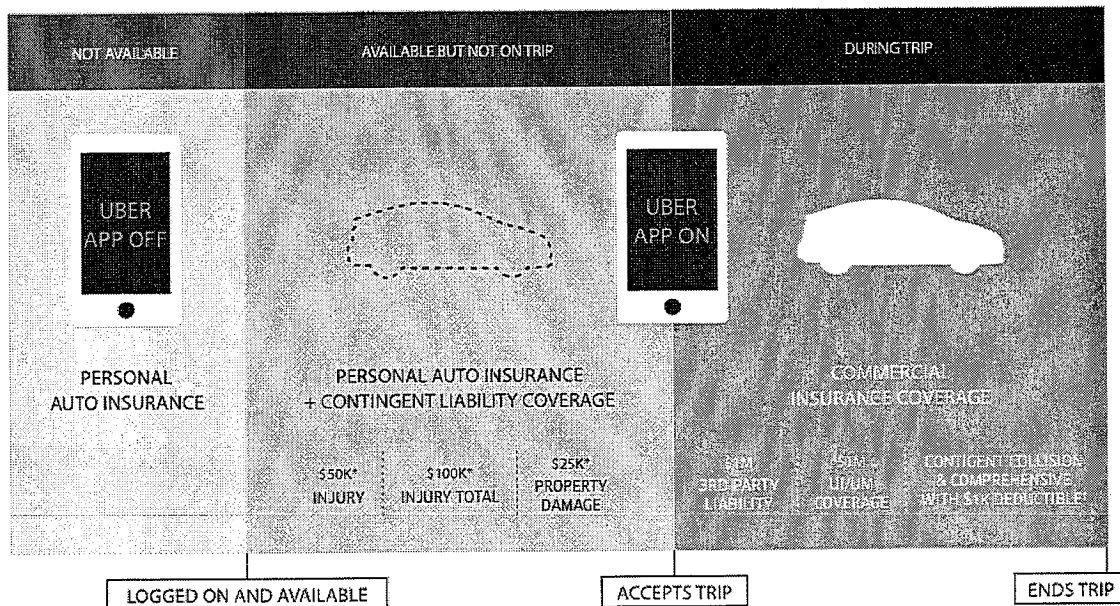
Fares are charged automatically to the rider's credit card — so drivers never have to deal with the risk or hassle of carrying cash and making change.

Since Uber started offering a ridesharing option in the U.S. more than a year ago, our commitment has been to provide riders with the best possible user experience – one they weren't getting from a taxi. In that time, we have revolutionized how people move around their cities with access to the lowest cost, most reliable, safest ground transportation out there. Our uberX offering is almost 50% cheaper than taxis in some cities and has seen massive growth as a result.

Safety is and always has been our top priority. First, we make sure all ridesharing drivers undergo background checks that are among the most stringent in the industry. Second, all ridesharing transportation partners are covered by best-in-class commercial insurance coverage in the event of an accident.

From the time a driver accepts a trip request through our app until the completion of the ride, our partners have \$1 million of coverage for driver liability. We were also the first ridesharing request service to include \$1 million of coverage for uninsured/underinsured motorists, meaning that passengers and drivers are also covered for injuries when another party is at fault and lacks sufficient insurance. This \$1 million coverage from trip acceptance to drop-off is consistent across cities and is expressly primary to a driver's personal auto insurance. We have also added contingent comprehensive and collision insurance during trips, up to \$50,000/incident with a \$1,000 deductible.

uberX Ridesharing Insurance Coverage



*PROVIDES BACK-UP COVERAGE WHEN/IF DRIVER'S PERSONAL AUTO INSURANCE DECLINES CLAIM

*PROVIDES COVERAGE IF DRIVER'S PERSONAL AUTO INSURANCE INCLUDES COLLISION COVERAGE; UP TO \$50K MAXIMUM (UPDATED 7/14/2014)

Effective March 2014, Uber now provides contingent coverage for a driver's liability at the highest requirement of any state in the U.S: \$50,000/individual/incident for bodily injury, \$100,000 total/incident for bodily injury and \$25,000/incident for property damage.

Uber is taking this step to eliminate any ambiguity while the insurance industry and state governments update policies and regulations for the new world of ridesharing transportation. We are proud to be the standard bearer on this issue as we believe that this clarity is in the public's best interest.

Over time, we fully expect that the personal insurance industry will develop additional products for ridesharing drivers. But with this new coverage today, insurance companies and legislative bodies have the time to be thoughtful in how to embrace the innovation of ridesharing in cities across the country.

We look forward to working with them and with other stakeholders to make sure safety always comes first in the cities and communities we serve.

All Uber ridesharing and livery partners must go through a rigorous background check that leads the industry. The three-step screening we've developed across the United States, which includes county, federal and multi-state checks, has set a new standard. These checks go back 7 years, the maximum allowable by California law. We apply this comprehensive and new industry standard consistently across all Uber products, including uberX.

Screening for safe drivers is just the beginning of our safety efforts. Our process includes prospective and regular checks of drivers' motor vehicle records to ensure ongoing safe driving. Unlike the taxi industry, our background checking process and standards are consistent across the United States and often more rigorous than what is required to become a taxi driver.

What exactly is involved in Uber's background checks?

All drivers are screened against:

- County courthouse records going back 7 years for every county of residence
- Federal courthouse records going back 7 years
- Multi-State Criminal Database going back 7 years
- National Sex Offender Registry screen
- Social Security Trace (lifetime)
- Motor Vehicle Records (historical and ongoing)

Criteria for drivers to pass through Uber's screening, going back seven years:

- No DUI or other drug related driving violations or severe infractions
- No Hit and Runs
- No fatal accidents
- No history of reckless driving
- No violent crimes
- No sexual offenses
- No gun related violations
- No resisting/evading arrest
- No driving without insurance or suspended license charge in the past 3 years

The bottom line

Uber works hard to ensure that we are connecting riders with the safest rides on the road. We are currently undergoing an audit by former Mayor of New York City Rudolph W. Giuliani and his security team at Giuliani Partners, who will review Uber's driver background check process and related systems. The result will be a checkup on existing processes and a series of recommendations for potential improvement – which Mayor Giuliani will work with us to implement – as we continue to build and scale strong, industry-leading safety systems. Mayor Giuliani's review will be rigorous and span months, and we are confident he will bring his renowned toughness to this review.

Ordinance

Amending the Code of Ordinances for the City of Baton Rouge and Parish of East Baton Rouge, enacting Chapter 8, Transportation Network Services, Title 10, Transportation so as to define transportation network services, applications, companies, and operators and to create registration provisions for operators, to require background checks for operators, to prohibit street hails by operators, to require transportation network application companies to conduct background checks, inspect vehicles, establish zero tolerance policies for drugs and alcohol, and to provide for other related matters.

WHEREAS, there is a need in East Baton Rouge Parish for innovative transportation solutions for the citizens of East Baton Rouge Parish, and

WHEREAS, East Baton Rouge Parish citizens and visitors deserve choices in transportation, and

WHEREAS, the progression of technology has allowed for innovations in transportation that allow for safe and affordable transportation options, and

WHEREAS, the Metropolitan Council desires to regulate the area of transportation network services in order to allow for the availability of transportation solutions to the citizens and visitors of East Baton Rouge Parish and to provide for public protections relative to those services.

NOW THEREFORE BE IT ORDAINED by the Metropolitan Council for the City of Baton Rouge and Parish of East Baton Rouge:

Section 1. The Code of Ordinances of the City of Baton Rouge and Parish of East Baton Rouge is hereby amended to enact Chapter 8, Transportation Network Services, of Title 10, Transportation as follows:

Chapter 8: Transportation Network Services

Sec. 10:600. Definitions.

The following words and phrases, when used in this chapter shall, for the purpose of this chapter, have the meanings respectively ascribed to them in this section, except where the context clearly indicates a different meaning:

"Transportation network application company" shall mean a company operating in the City of Baton Rouge and Parish of East Baton Rouge that uses a digital network or software application to connect a passenger to transportation network services provided by a transportation network operator.

"Transportation network operator" shall mean an individual who operates a motor vehicle that is:

- (A) Owned or leased by the individual;
- (B) Not licensed as a public vehicle-for-hire under section 10:201 et seq. of this Code of Ordinances, and
- (C) Used to provide transportation network services.

"Transportation network services" shall mean transportation of a passenger between points chosen by the passenger and that is prearranged by a transportation network application company.

10:601. Registration.

(a) An individual may submit an application to a transportation network application company for registration as a transportation network operator.

(b) A transportation network application company shall approve or deny an application submitted under subsection (a) of this section within 60 days after the application has been submitted.

(c) Before approving an application submitted under subsection (a) of this section, a transportation network company shall:

(1) Conduct, or have a third party conduct, a local and national criminal background check for each applicant that shall include:

(A) Multi-State/Juris Criminal Records Locator or other similar commercial nationwide database with validation (primary source search); and

(B) National Sex Offender Registry database; and

(2) Conduct, or have a third party conduct, a driving record check for each applicant.

(d) A transportation network application company shall not approve an application submitted under subsection (a) of this section and shall permanently disqualify an applicant who:

(1) As shown in the local or national criminal background check required under subsection (c)(1) of this section, has been convicted within the past 7 years of:

(A) An offense defined under Offenses Against the Person under Title 14, Chapter 1, Part II of the Louisiana Revised Statutes (La. R.S. 14:31 et seq.).

(B) An offense defined as under Offenses Affecting the Public Morals under Title 14, Chapter 1, Part V of the Louisiana Revised Statutes (La. R.S. 14:80 et seq.).

(C) An offense defined under Offenses Against Property under Title 14, Chapter 1, Part III of the Louisiana Revised Statutes (La. R.S. 14:51 et seq.).

(D) An offense under the law of any state, under federal law, or under the law of any other jurisdiction, which involved conduct that would constitute an offense described in subparagraphs (A) through (C) of this paragraph if committed in the State of Louisiana;

(2) Is a match in the National Sex Offender Registry database;

(3) As shown in the driving record check required under subsection (c)(2) of this section, has been convicted within the past 7 years of:

(A) Any offense defined under Driving Offenses under Title 14, Chapter 1, Part VI, subpart 3 (La. R.S. 14:98 et seq.).

(B) Fleeing from a law enforcement officer under La. R.S. 14:108.1.

(C) Negligent homicide under La. R.S. 14:32.

(D) Vehicular homicide under La. R.S. 14:32.1.

(E) An offense under the law of any state, under federal law, or under the law of any other jurisdiction, which involved conduct that would constitute an offense described in subparagraphs (A) through (F) of this paragraph if committed in the State of Louisiana; or

(4) As shown in the driving record check required under subsection (c)(2) of this section, has been convicted within the past three years for driving with a suspended or revoked license under La. R.S. 32:415.

(e). A Transportation Network Application Company shall transmit a per vehicle fee of \$75.00 to the City-Parish Department of Finance for each vehicle it registers to operate in East Baton Rouge Parish.

10:602. Requirements for transportation network application companies.

(a) A transportation network application company shall:

(1) Create an application process for a person to apply for registration as a transportation network operator;

(2) Maintain a current registry of the transportation network application company's transportation network operators;

(3) Provide the following information on its website:

(A) The transportation network application company's customer service

telephone number and electronic mail address;

(B) The transportation network application company's zero tolerance policy established under paragraph (9) of this section;

(C) The procedure for reporting a complaint about an individual who a passenger suspects violated the zero tolerance policy under paragraph (8) of this section; and

(D) A complaint electronic mail address for the Taxicab Control Board for the City of Baton Rouge and Parish of East Baton Rouge;

(4) Conduct, or have a third party conduct, a safety and general appearance inspection of the motor vehicle that a transportation network operator will use before the motor vehicle may be used to provide transportation network services.

(A) Such safety inspection shall cover brakes, windshield, lights, steering, pollution control devices, tires, and suspension.

(B) Such general appearance inspection of the vehicle shall include cover the exterior of each vehicle, ensuring the vehicle is free of gross damage (dents larger than six inches in any direction) and that the vehicles has factory-finish grade paint.

(C) The general appearance inspection shall further include an interior inspection of each vehicle to ensure the vehicle interior is maintained in a reasonable condition, including door panels, arm rest, floor covering and seats that are free of holes, snags and soiled spots.

(5) Establish a uniform logo, insignia, decal or trade dress for use on a motor vehicle at any time a motor vehicle is providing or arranging to provide transportation network services;

(6) Maintain a commercial liability insurance policy that:

(A) Provides coverage of at least \$1,000,000 per incident for accidents involving a transportation network operator from the time the operator accepts a trip request until the completion of a trip, regardless of whether the operator maintains personal insurance adequate to cover any portion of a claim;

(B) Provides uninsured/underinsured motorist coverage of at least \$1,000,000 per incident;

(C) Provides contingent comprehensive and collision coverage of at least \$50,000 for physical damage to a transportation network operator vehicle during the course of providing transportation network services; and

(D) During the time that a transportation network operator is available for service but not providing service, provides additional bodily injury coverage of at least \$50,000 per person and at least \$100,000 per accident, and coverage of at least \$25,000 for property damage per accident, in the event that the operator's personal insurance policy does not pay.

(E) Provides that written notice shall be given the Taxicab Control Board upon any cancellation or termination of the policy.

(7) Establish a zero tolerance policy on the use of drugs or alcohol while transportation network operator is arranging to provide or is providing transportation network services;

(Published in the Tulsa Business
& Legal News,

_____, 2014.)

ORDINANCE NO. _____

AN ORDINANCE AMENDING TITLE 36, TULSA REVISED ORDINANCES ENTITLED "TAXICABS AND PARATRANSIT VEHICLES" PROVIDING A NEW TITLE "TAXICABS, PARATRANSIT VEHICLES, AND TRANSPORTATION NETWORK COMPANIES"; AMENDING TITLE 36 CHAPTER ONE, SECTION 102 ENTITLED "EXCLUSIONS" ADDING VEHICLES PROVIDING TRANSPORTATION NETWORK SERVICES; ADDING A NEW CHAPTER TWO, TITLED "TRANSPORTATION NETWORK VEHICLE SERVICES"; PROVIDING A STATEMENT OF POLICY AND PURPOSE; ESTABLISHING CERTAIN DEFINITIONS; PROVIDING FOR ADMINISTRATION AND APPEALS; PROVIDING REQUIREMENTS FOR A TNC CERTIFICATE; PLACING REQUIREMENTS UPON CERTIFICATE HOLDERS; PROVIDING PROCEDURES FOR ISSUANCE OF CERTIFICATES, APPLICATION, FEES, RENEWAL AND SUSPENSION OR REVOCATION; PROVIDING FOR SEVERABILITY; AND REPEALING CONFLICTING ORDINANCES.

BE IT ORDAINED BY THE CITY OF TULSA:

Section 1. That the title of Title 36, Tulsa Revised Ordinances, be and is hereby amended to read as follows:

"TITLE 36 TAXICABS, PARATRANSIT VEHICLES, AND TRANSPORTATION NETWORK COMPANIES"

Section 2. That Title 36, Chapter 1, Section 102, Tulsa Revised Ordinances, be and is hereby amended to read as follows:

"Section 102. Exclusions.

A. This chapter shall not apply to the following categories of vehicles and services:

1. Hearses and mortuary limousines when used as funeral vehicles;
2. Ambulances;

3. Taxicabs and paratransit vehicles which carry passengers only from a point outside the city limits to a point inside the city limits or which carry passengers only from a point inside the city limits to a point outside the city limits;
 4. School and church buses when used for school or church purposes;
 5. Vehicles which are rented or leased to the public without a driver;
 6. Vehicles operated by the Metropolitan Tulsa Transit Authority;
 7. Vehicles operated on a share-the-expense plan, such as car pools; and
 8. Vehicles providing transportation network vehicle services, as defined by Chapter 2 of this title.
- B. Courtesy vehicles, as defined in this chapter, are exempt if they meet the following conditions:
1. The courtesy vehicle shall have a sign thereon bearing the words "NOT FOR HIRE" in letters no less than three (3) inches high. The sign shall be provided by the Director at no cost to the owner or operator of the courtesy vehicle and shall be displayed on the front dashboard in such a manner that the words are clearly visible to prospective passengers from the outside of the vehicle; and
 2. The courtesy vehicle shall have a sign therein, easily seen by the vehicle's passengers, which shall state that neither the business nor the chauffeur of the vehicle is permitted to collect or accept compensation in any manner whatsoever for the transportation service provided. The sign shall be provided by the Director at no cost to the owner or operator of the courtesy vehicle.
- C. The provisions of this chapter shall not be construed to limit any rights or powers which the Tulsa Airport Authority may have to regulate the operation of taxicab and paratransit vehicles on airport premises. Airport rules and regulations shall be approved by the Council and filed with the Director and with the City Clerk."

Section 3. That a new Chapter 2 is added to Title 36 of the Tulsa Revised Ordinances to read as follows:

"CHAPTER 2. TRANSPORTATION NETWORK VEHICLE SERVICES.

Section 200. Statement of policy and purpose.

Section 201. Definitions.

- Section 202. Administration and appeals.
- Section 203. TNC certificate required.
- Section 204. Requirements for TNC certificate holders.
- Section 205. Certificate application.
- Section 206. Certificate issuance.
- Section 207. Certificate fees.
- Section 208. Certificate renewal.
- Section 209. Certificate suspension or revocation.
- Section 210. Record-keeping requirements of certificate/license holders.
- Section 211. Record Inspection Authority.
- Section 212. Driver compliance with traffic rules and regulations.
- Section 213. Vehicle inspections; maintenance; equipment.

Section 200. Statement of policy and purpose.

- A. It is the policy and purpose of the City of Tulsa to promote adequate and satisfactory transportation network vehicle services that will promote a positive image to residents and visitors within its corporate limits. To achieve this goal, this title provides for the regulation of transportation network companies that will reasonably protect the public interest, welfare, health and safety, and will promote the availability of transportation network vehicle services while protecting the principles of free enterprise.
- B. The rights of the Holder or licensee granted under this chapter shall, at all times, be subservient to the right of the City to fully exercise its rights of control over the streets, alleys and public ways of the City of Tulsa.

Section 201. Definitions.

For the purposes of this chapter, the following words and phrases shall have the meanings given herein.

City shall mean the City of Tulsa, Oklahoma, a municipal corporation.

Council shall mean the City Council of the City of Tulsa, Oklahoma.

Digital platform shall mean an online or smart phone enabled application that allows passengers to request transportation network vehicle services.

Director shall mean the person designated by the Mayor to enforce the provisions of this chapter or that person's designee.

Driver means every person who drives or operates a vehicle while providing transportation network vehicle services.

Good cause shall mean an adequate or substantial reason put forth in good faith that is not unreasonable or arbitrary.

He/Him/His/It/Its shall include the masculine, feminine and neuter gender.

Holder shall mean a person who is granted a TNC certificate.

Mayor shall mean the Mayor of the City of Tulsa, or designee.

Owner means every person, firm, partnership, association or corporation having ownership or control of any transportation network company.

Person shall mean any individual, firm, corporation, company, association, partnership or any combination thereof, or two (2) or more persons having joint or common economic interest. The word person shall include both the singular or plural.

Transportation network company or TNC means a company that enables passengers to request transportation network vehicle services only through a digital platform.

TNC certificate shall mean a certificate authorizing the operation of a transportation network company within the City limits of Tulsa.

Transportation network vehicle or TNV means a vehicle used to provide transportation service associated with a TNC certificate.

Transportation network vehicle services means providing a ride to passengers for compensation arranged through a transportation network company's digital platform.

Section 202. Administration and appeals.

A. Notice of adverse action. If the Director or his authorized representative proposes to take any action adverse to an applicant or Holder, he shall establish a time, date and place for an administrative hearing and shall notify such person (hereinafter "respondent") of the pending action at the respondent's address contained on his most recent application. If mailed, the notice shall be sent by United States Mail, certified, return receipt requested. The notice shall be served or postmarked no later than seven (7) days preceding the date of the administrative hearing and shall:

1. Set forth in detail the proposed action and the reasons therefor;

2. Designate any section of this chapter, any statute, ordinance or other authority that requires or supports the proposed action;
 3. Set forth the date, time and place of the administrative hearing;
 4. Advise the respondent that he may be present at such hearing to provide reasons why the proposed action should not be taken; and
 5. Advise the respondent that if he fails to appear at the administrative hearing, action may be taken in his absence. Copies of such notice shall also be sent to the complaining party, if applicable.
- B. Administrative hearing. An administrative hearing shall be held on the date and time and at the place contained in the notice described above.
1. If the respondent appears, he shall be afforded an opportunity to be heard. Following the hearing, the Director may take or refrain from taking the proposed action or may modify the same by placing reasonable conditions on the respondent, or otherwise, according to the provisions of this chapter.
 2. If the respondent fails to appear, notice of the decision made or action taken shall be given to all parties, and unless appealed to the City Council as hereinafter provided, such decision shall be final and binding ten (10) working days from and after the date of the decision.
 3. Notice of the action taken or decision made shall be given by Certified Mail, return receipt requested or by personal delivery to the respondent, at the address given in the respondent's most recent application.
 4. The respondent shall be advised of his right to appeal the action or decision to the City Council.
- C. Appeals to the Council. Any person aggrieved by a decision of the Director may file an appeal to the Council by filing a written notice of appeal with the Council Secretary and the Director within ten (10) working days of the date of the decision complained of. Such notice shall specify the grounds for the appeal. A hearing on the appeal shall be heard by the Council not later than thirty (30) days from the date of filing the notice of appeal. If an appeal is filed, the Director shall notify the complaining party, if any.
- D. Enforcement stayed. If an appeal of the Director's decision is made to the Council, enforcement of such decision shall be stayed until the Council has rendered its decision,

Ordinance

Amending the Code of Ordinances for the City of Baton Rouge and Parish of East Baton Rouge, enacting Chapter 8, Transportation Network Services, Title 10, Transportation so as to define transportation network services, applications, companies, and operators and to create registration provisions for operators, to require background checks for operators, to prohibit street hails by operators, to require transportation network application companies to conduct background checks, inspect vehicles, establish zero tolerance policies for drugs and alcohol, and to provide for other related matters.

WHEREAS, there is a need in East Baton Rouge Parish for innovative transportation solutions for the citizens of East Baton Rouge Parish, and

WHEREAS, East Baton Rouge Parish citizens and visitors deserve choices in transportation, and

WHEREAS, the progression of technology has allowed for innovations in transportation that allow for safe and affordable transportation options, and

WHEREAS, the Metropolitan Council desires to regulate the area of transportation network services in order to allow for the availability of transportation solutions to the citizens and visitors of East Baton Rouge Parish and to provide for public protections relative to those services.

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Chapter 8: Transportation Network Services

Sec. 10:600. Definitions.

The following words and phrases, when used in this chapter shall, for the purpose of this chapter, have the meanings respectively ascribed to them in this section, except where the context clearly indicates a different meaning:

"Transportation network application company" shall mean a company operating in the City of Baton Rouge and Parish of East Baton Rouge that uses a digital network or software application to connect a passenger to transportation network services provided by a transportation network operator.

"Transportation network operator" shall mean an individual who operates a motor vehicle that is:

- (A) Owned or leased by the individual;
- (B) Not licensed as a public vehicle-for-hire under section 10:201 et seq. of this Code of Ordinances, and
- (C) Used to provide transportation network services.

"Transportation network services" shall mean transportation of a passenger between points chosen by the passenger and that is prearranged by a transportation network application company.

10:601. Registration.

(a) An individual may submit an application to a transportation network application company for registration as a transportation network operator.

(b) A transportation network application company shall approve or deny an application submitted under subsection (a) of this section within 60 days after the application has been submitted.

(c) Before approving an application submitted under subsection (a) of this section, a transportation network company shall:

(1) Conduct, or have a third party conduct, a local and national criminal background check for each applicant that shall include:

(A) Multi-State/Juris Criminal Records Locator or other similar commercial nationwide database with validation (primary source search); and

(B) National Sex Offender Registry database; and

(2) Conduct, or have a third party conduct, a driving record check for each applicant.

(d) A transportation network application company shall not approve an application submitted under subsection (a) of this section and shall permanently disqualify an applicant who:

(1) As shown in the local or national criminal background check required under subsection (c)(1) of this section, has been convicted within the past 7 years of:

(A) An offense defined under Offenses Against the Person under Title 14, Chapter 1, Part II of the Louisiana Revised Statutes (La. R.S. 14:31 et seq.).

(B) An offense defined as under Offenses Affecting the Public Morals under Title 14, Chapter 1, Part V of the Louisiana Revised Statutes (La. R.S. 14:80 et seq.).

(C) An offense defined under Offenses Against Property under Title 14, Chapter 1, Part III of the Louisiana Revised Statutes (La. R.S. 14:51 et seq.).

(D) An offense under the law of any state, under federal law, or under the law of any other jurisdiction, which involved conduct that would constitute an offense described in subparagraphs (A) through (C) of this paragraph if committed in the State of Louisiana;

(2) Is a match in the National Sex Offender Registry database;

(3) As shown in the driving record check required under subsection (c)(2) of this section, has been convicted within the past 7 years of:

(A) Any offense defined under Driving Offenses under Title 14, Chapter 1, Part VI, subpart 3 (La. R.S. 14:98 et seq.).

(B) Fleeing from a law enforcement officer under La. R.S. 14:108.1.

(C) Negligent homicide under La. R.S. 14:32.

(D) Vehicular homicide under La. R.S. 14:32.1.

(E) An offense under the law of any state, under federal law, or under the law of any other jurisdiction, which involved conduct that would constitute an offense described in subparagraphs (A) through (F) of this paragraph if committed in the State of Louisiana; or

(4) As shown in the driving record check required under subsection (c)(2) of this section, has been convicted within the past three years for driving with a suspended or revoked license under La. R.S. 32:415.

(e). A Transportation Network Application Company shall transmit a per vehicle fee of \$75.00 to the City-Parish Department of Finance for each vehicle it registers to operate in East Baton Rouge Parish.

10:602. Requirements for transportation network application companies.

(a) A transportation network application company shall:

(1) Create an application process for a person to apply for registration as a transportation network operator;

(2) Maintain a current registry of the transportation network application company's transportation network operators;

(3) Provide the following information on its website:

(A) The transportation network application company's customer service

telephone number and electronic mail address;

(B) The transportation network application company's zero tolerance policy established under paragraph (9) of this section;

(C) The procedure for reporting a complaint about an individual who a passenger suspects violated the zero tolerance policy under paragraph (8) of this section; and

(D) A complaint electronic mail address for the Taxicab Control Board for the City of Baton Rouge and Parish of East Baton Rouge;

(4) Conduct, or have a third party conduct, a safety and general appearance inspection of the motor vehicle that a transportation network operator will use before the motor vehicle may be used to provide transportation network services.

(A) Such safety inspection shall cover brakes, windshield, lights, steering, pollution control devices, tires, and suspension.

(B) Such general appearance inspection of the vehicle shall include cover the exterior of each vehicle, ensuring the vehicle is free of gross damage (dents larger than six inches in any direction) and that the vehicles has factory-finish grade paint.

(C) The general appearance inspection shall further include an interior inspection of each vehicle to ensure the vehicle interior is maintained in a reasonable condition, including door panels, arm rest, floor covering and seats that are free of holes, snags and soiled spots.

(5) Establish a uniform logo, insignia, decal or trade dress for use on a motor vehicle at any time a motor vehicle is providing or arranging to provide transportation network services;

(6) Maintain a commercial liability insurance policy that:

(A) Provides coverage of at least \$1,000,000 per incident for accidents involving a transportation network operator from the time the operator accepts a trip request until the completion of a trip, regardless of whether the operator maintains personal insurance adequate to cover any portion of a claim;

(B) Provides uninsured/underinsured motorist coverage of at least \$1,000,000 per incident;

(C) Provides contingent comprehensive and collision coverage of at least \$50,000 for physical damage to a transportation network operator vehicle during the course of providing transportation network services; and

(D) During the time that a transportation network operator is available for service but not providing service, provides additional bodily injury coverage of at least \$50,000 per person and at least \$100,000 per accident, and coverage of at least \$25,000 for property damage per accident, in the event that the operator's personal insurance policy does not pay.

(E) Provides that written notice shall be given the Taxicab Control Board upon any cancellation or termination of the policy.

(7) Establish a zero tolerance policy on the use of drugs or alcohol while transportation network operator is arranging to provide or is providing transportation network services;

(8) Immediately suspend a transportation network operator upon receiving a passenger complaint alleging that the operator violated the zero tolerance policy. Such suspension shall last the duration of the investigation;

(9) Conduct an investigation when a passenger alleges that an operator violated the zero tolerance policy required by paragraph (9);

(10) Maintain records relevant to the requirements of this section for the purposes of enforcement; and

(11) Before doing business in East Baton Rouge Parish, submit an application for a permit to the Taxicab Control Board for the City of Baton Rouge and Parish of East Baton Rouge that must include:

(A) Proof that the company is licensed to do business in East Baton Rouge Parish and the State of Louisiana;

(B) Proof that the company maintains a registered agent in East Baton Rouge Parish;

(C) Proof that the company maintains a website that includes the information required by paragraph (3) of this section;

(D) Proof that the company has established a uniform logo, insignia, decal, or trade dress required by paragraph (5) of this section; and

(E) A certification under penalty of perjury that the company has complied with the requirements of this ordinance, including, but not limited to the registration requirements for transportation network operators.

(F) Proof of the required insurance under Section 10:602(a)(6), naming the City of Baton Rouge-Parish of East Baton Rouge Taxicab Control Board as certificate holder.

(G) A registration fee of \$250.00 payable to the City of Baton Rouge and Parish of East Baton Rouge

(b) A transportation network application company shall not provide personal information about a passenger to a transportation network operator, including a passenger's full name, email address, or telephone number.

(c) A transportation network application company shall transmit a quarterly report to Taxicab Control Board in the care of the City-Parish Department of Finance that provides an accounting of the number of vehicles it has registered to operate in East Baton Rouge Parish.

(d) A transportation network application company shall transmit a \$250.00 annual permit fee to the Taxicab Control Board in the care of the City-Parish Department of Finance, due on or before January 15th of each year.

10:603. Requirements for transportation network operators.

(a) A transportation network operator shall:

(1) Exclusively accept rides booked through a transportation network application company's digital platform and shall not solicit or accept street-hails;

(2) Use the required logo, insignia, or trade dress required by section 10:602 (a) (5) of this chapter at any time that the operator uses his or her motor vehicle to provide or is arranging to provide transportation network service;

(3) Possess a valid driver's license;

(4) Possess proof of registration for the motor vehicle used for transportation network services;

(5) Possess proof of motor vehicle insurance for the motor vehicle used for transportation network services; and

(6) Be at least 21 years of age.

(b) If an accident occurs involving a motor vehicle that is being used for transportation network services, including when the transportation network operator is logged into or otherwise using the software application or network, the transportation network operator shall provide proof of:

(1) The operator's personal auto liability insurance; and

(2) The Transportation Network Application Company's excess liability coverage; provided, that a transportation network operator shall have 24 hours to provide proof of excess liability coverage.

10:604. Charges.

(a) A transportation network application company may offer service at no-charge, suggest a donation, or charge a fare; provided, that if a fare is charged, a transportation network application company shall disclose the fare calculation method, the applicable rates being charged, and the option for an estimated fare to a passenger before the passenger arranges a trip with the transportation network application company.

(b) Upon completion of a trip, a transportation network company shall transmit an electronic receipt to the passenger's electronic mail address or mobile application that lists:

- (A) The origin and destination of the trip;
- (B) The total time and distance of the trip; and
- (C) A breakdown of the total fare paid, if any.

10:605. Enforcement.

(a) Upon submission of the required permit application in compliance with Section 10:602 (a)(11), the Taxicab Control Board shall issue a permit to a transportation network services company.

(b) The Taxicab Control Board for the City of Baton Rouge and Parish of East Baton Rouge shall have the authority to enforce the requirements of this ordinance, including through inspection of relevant records; provided, that any records disclosed to the City-Parish that are otherwise exempt from the definition of a Public Record under the Louisiana Public Records Act shall not be disclosed to third parties.

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(Published in the Tulsa Business
& Legal News,

_____, 2014.)

ORDINANCE NO. _____

AN ORDINANCE AMENDING TITLE 36, TULSA REVISED ORDINANCES ENTITLED "TAXICABS AND PARATRANSIT VEHICLES" PROVIDING A NEW TITLE "TAXICABS, PARATRANSIT VEHICLES, AND TRANSPORTATION NETWORK COMPANIES"; AMENDING TITLE 36 CHAPTER ONE, SECTION 102 ENTITLED "EXCLUSIONS" ADDING VEHICLES PROVIDING TRANSPORTATION NETWORK SERVICES; ADDING A NEW CHAPTER TWO, TITLED "TRANSPORTATION NETWORK VEHICLE SERVICES"; PROVIDING A STATEMENT OF POLICY AND PURPOSE; ESTABLISHING CERTAIN DEFINITIONS; PROVIDING FOR ADMINISTRATION AND APPEALS; PROVIDING REQUIREMENTS FOR A TNC CERTIFICATE; PLACING REQUIREMENTS UPON CERTIFICATE HOLDERS; PROVIDING PROCEDURES FOR ISSUANCE OF CERTIFICATES, APPLICATION, FEES, RENEWAL AND SUSPENSION OR REVOCATION; PROVIDING FOR SEVERABILITY; AND REPEALING CONFLICTING ORDINANCES.

BE IT ORDAINED BY THE CITY OF TULSA:

Section 1. That the title of Title 36, Tulsa Revised Ordinances, be and is hereby amended to read as follows:

"TITLE 36 TAXICABS, PARATRANSIT VEHICLES, AND TRANSPORTATION NETWORK COMPANIES"

Section 2. That Title 36, Chapter 1, Section 102, Tulsa Revised Ordinances, be and is hereby amended to read as follows:

"Section 102. Exclusions.

A. This chapter shall not apply to the following categories of vehicles and services:

1. Hearses and mortuary limousines when used as funeral vehicles;
2. Ambulances;

3. Taxicabs and paratransit vehicles which carry passengers only from a point outside the city limits to a point inside the city limits or which carry passengers only from a point inside the city limits to a point outside the city limits;
 4. School and church buses when used for school or church purposes;
 5. Vehicles which are rented or leased to the public without a driver;
 6. Vehicles operated by the Metropolitan Tulsa Transit Authority;
 7. Vehicles operated on a share-the-expense plan, such as car pools; and
 8. Vehicles providing transportation network vehicle services, as defined by Chapter 2 of this title.
- B. Courtesy vehicles, as defined in this chapter, are exempt if they meet the following conditions:
1. The courtesy vehicle shall have a sign thereon bearing the words "NOT FOR HIRE" in letters no less than three (3) inches high. The sign shall be provided by the Director at no cost to the owner or operator of the courtesy vehicle and shall be displayed on the front dashboard in such a manner that the words are clearly visible to prospective passengers from the outside of the vehicle; and
 2. The courtesy vehicle shall have a sign therein, easily seen by the vehicle's passengers, which shall state that neither the business nor the chauffeur of the vehicle is permitted to collect or accept compensation in any manner whatsoever for the transportation service provided. The sign shall be provided by the Director at no cost to the owner or operator of the courtesy vehicle.
- C. The provisions of this chapter shall not be construed to limit any rights or powers which the Tulsa Airport Authority may have to regulate the operation of taxicab and paratransit vehicles on airport premises. Airport rules and regulations shall be approved by the Council and filed with the Director and with the City Clerk."

Section 3. That a new Chapter 2 is added to Title 36 of the Tulsa Revised Ordinances to read as follows:

"CHAPTER 2. TRANSPORTATION NETWORK VEHICLE SERVICES.

Section 200. Statement of policy and purpose.

Section 201. Definitions.

- Section 202. Administration and appeals.
- Section 203. TNC certificate required.
- Section 204. Requirements for TNC certificate holders.
- Section 205. Certificate application.
- Section 206. Certificate issuance.
- Section 207. Certificate fees.
- Section 208. Certificate renewal.
- Section 209. Certificate suspension or revocation.
- Section 210. Record-keeping requirements of certificate/license holders.
- Section 211. Record Inspection Authority.
- Section 212. Driver compliance with traffic rules and regulations.
- Section 213. Vehicle inspections; maintenance; equipment.

Section 200. Statement of policy and purpose.

- A. It is the policy and purpose of the City of Tulsa to promote adequate and satisfactory transportation network vehicle services that will promote a positive image to residents and visitors within its corporate limits. To achieve this goal, this title provides for the regulation of transportation network companies that will reasonably protect the public interest, welfare, health and safety, and will promote the availability of transportation network vehicle services while protecting the principles of free enterprise.
- B. The rights of the Holder or licensee granted under this chapter shall, at all times, be subservient to the right of the City to fully exercise its rights of control over the streets, alleys and public ways of the City of Tulsa.

Section 201. Definitions.

For the purposes of this chapter, the following words and phrases shall have the meanings given herein.

City shall mean the City of Tulsa, Oklahoma, a municipal corporation.

Council shall mean the City Council of the City of Tulsa, Oklahoma.

Digital platform shall mean an online or smart phone enabled application that allows passengers to request transportation network vehicle services.

Director shall mean the person designated by the Mayor to enforce the provisions of this chapter or that person's designee.

Driver means every person who drives or operates a vehicle while providing transportation network vehicle services.

Good cause shall mean an adequate or substantial reason put forth in good faith that is not unreasonable or arbitrary.

He/Him/His/It/Its shall include the masculine, feminine and neuter gender.

Holder shall mean a person who is granted a TNC certificate.

Mayor shall mean the Mayor of the City of Tulsa, or designee.

Owner means every person, firm, partnership, association or corporation having ownership or control of any transportation network company.

Person shall mean any individual, firm, corporation, company, association, partnership or any combination thereof, or two (2) or more persons having joint or common economic interest. The word person shall include both the singular or plural.

Transportation network company or TNC means a company that enables passengers to request transportation network vehicle services only through a digital platform.

TNC certificate shall mean a certificate authorizing the operation of a transportation network company within the City limits of Tulsa.

Transportation network vehicle or TNV means a vehicle used to provide transportation service associated with a TNC certificate.

Transportation network vehicle services means providing a ride to passengers for compensation arranged through a transportation network company's digital platform.

Section 202. Administration and appeals.

A. Notice of adverse action. If the Director or his authorized representative proposes to take any action adverse to an applicant or Holder, he shall establish a time, date and place for an administrative hearing and shall notify such person (hereinafter "respondent") of the pending action at the respondent's address contained on his most recent application. If mailed, the notice shall be sent by United States Mail, certified, return receipt requested. The notice shall be served or postmarked no later than seven (7) days preceding the date of the administrative hearing and shall:

1. Set forth in detail the proposed action and the reasons therefor;

2. Designate any section of this chapter, any statute, ordinance or other authority that requires or supports the proposed action;
 3. Set forth the date, time and place of the administrative hearing;
 4. Advise the respondent that he may be present at such hearing to provide reasons why the proposed action should not be taken; and
 5. Advise the respondent that if he fails to appear at the administrative hearing, action may be taken in his absence. Copies of such notice shall also be sent to the complaining party, if applicable.
- B. Administrative hearing. An administrative hearing shall be held on the date and time and at the place contained in the notice described above.
1. If the respondent appears, he shall be afforded an opportunity to be heard. Following the hearing, the Director may take or refrain from taking the proposed action or may modify the same by placing reasonable conditions on the respondent, or otherwise, according to the provisions of this chapter.
 2. If the respondent fails to appear, notice of the decision made or action taken shall be given to all parties, and unless appealed to the City Council as hereinafter provided, such decision shall be final and binding ten (10) working days from and after the date of the decision.
 3. Notice of the action taken or decision made shall be given by Certified Mail, return receipt requested or by personal delivery to the respondent, at the address given in the respondent's most recent application.
 4. The respondent shall be advised of his right to appeal the action or decision to the City Council.
- C. Appeals to the Council. Any person aggrieved by a decision of the Director may file an appeal to the Council by filing a written notice of appeal with the Council Secretary and the Director within ten (10) working days of the date of the decision complained of. Such notice shall specify the grounds for the appeal. A hearing on the appeal shall be heard by the Council not later than thirty (30) days from the date of filing the notice of appeal. If an appeal is filed, the Director shall notify the complaining party, if any.
- D. Enforcement stayed. If an appeal of the Director's decision is made to the Council, enforcement of such decision shall be stayed until the Council has rendered its decision,

unless the Director certifies to the Council that a stay would cause imminent danger to life or property.

- E. Administrative costs. Any determination by the Director finding that an applicant or Holder has failed to comply with any of the provisions of this Chapter may also include the requirement that the applicant or Holder pay a sum not to exceed Five Hundred Dollars (\$500.00) to defray administrative costs associated with the investigative and administrative hearing process.

Section 203. TNC certificate required.

- A. A person shall not operate a transportation network company within the City unless he has been issued a current and valid TNC certificate.
- B. Certificates shall not be sold, assigned or otherwise transferred.

Section 204. Requirements for TNC certificate holders.

Holders of certificates shall meet the following requirements.

- A. The Holder must require all drivers authorized to access the TNC's digital platform to receive requests for transportation network vehicles services be at least twenty-one (21) years of age.
- B. The Holder must require all drivers authorized to access the TNC's digital platform to receive requests for transportation network vehicle services to possess a valid Oklahoma driver's license; proof of vehicle registration for the vehicle which supplies the transportation network vehicle services in accordance with the laws of the State of Oklahoma; and proof of motor vehicle insurance policy for said vehicle containing the minimum coverage required of all drivers by law.
- C. The Holder must maintain an excess liability insurance policy that:
 - 1. Provides a minimum of one million dollars (\$1,000,000) per-incident coverage for accidents involving a driver while providing transportation network vehicle services requested through a TNC's digital platform; and
 - 2. Covers claims regardless of whether a driver maintains insurance adequate to cover any portion of a claim.

- D. The Holder must have conducted a local and national criminal background check that shall include the Multi-State/Juris Criminal Records Locator or other similar commercial nationwide database with validation (primary source search) and the National Sex Offender Registry database on each potential driver before the driver is given access to the TNC's digital platform. A match on the national sex offender registry or a conviction that appears on a criminal background check as provided hereafter shall automatically disqualify an individual from acting as a driver for any Transportation Network Company.
- E. The Holder must have a driving history record conducted on each potential driver before the driver is given access to the TNC's digital platform. A conviction that appears on a driving history check within the past five (5) years for aggravated reckless driving, driving while intoxicated or being in actual physical control of a vehicle while intoxicated, attempting to evade the police, or the use of a motor vehicle to commit a crime, or a conviction that appears on a driving history check in the previous three (3) years for driving with a suspended or revoked license, shall automatically disqualify an individual from acting as a driver for a TNC.
- F. The Holder shall prohibit the use or influence of drugs or alcohol by a driver while providing transportation network vehicle services requested through the TNC's digital platform and upon receiving a meritorious complaint of such drug or alcohol use by a driver, the TNC shall:
1. Immediately revoke the driver's access to the TNC's digital platform. The revocation shall last the duration of the investigation, and
 2. Conduct an investigation. If the complaint is found to be true, the TNC shall permanently revoke the driver's access to the transportation network company's digital platform. If the complaint is found to be untrue, the driver's access to the TNC's digital platform may be immediately reinstated.
- G. In addition, an individual under consideration by a Holder as a driver:
1. Shall not have been convicted of a misdemeanor involving prostitution or prostitution-related offenses, public lewdness, sexual offenses, assault and battery, or controlled-substance-related offenses within the preceding five (5) years;
 2. Shall not have been cited or arrested for more than three (3) traffic violations arising out of separate events occurring within any twelve (12) month period for which, during the preceding twenty-four (24) months, the applicant has been convicted;
 3. Shall not, within the preceding twelve (12) month period, have been involved in more than one (1) automobile accident in which the applicant has been determined to have been at fault;

4. Shall not have been convicted of any violent felony offense as defined by 22 Oklahoma Statutes §982, as amended, or of any offense of hit and run driving, manslaughter or negligent homicide resulting from the operation of a motor vehicle, unless ten (10) years have elapsed since the date of conviction or five (5) years have elapsed since the release from confinement, whichever is the later date, or shall not have been convicted of any other felony offense, unless five (5) years have elapsed since the date of conviction or three (3) years have elapsed since the release from confinement, whichever is the later date;

5. Shall not be subject to any outstanding warrants for arrest.

H. Posting of rates; Rate violation; receipts on request.

1. Rates and charges shall be posted in the Holder's digital platform or the Internet at all times in a place clearly visible to the person requesting the service, prior to the TNV service being booked.

2. It shall be unlawful for the Holder or driver of any TNV, in the City to fix, charge, collect, and/or offer to fix, charge, or collect a rate more than that specified at the time the service is requested through the digital platform.

3. If requested by a passenger, the Holder shall give a receipt upon payment of the correct fare or charge via email or an electronic transmission.

I. All requests for service from a TNV must be placed and accepted only through the Holder's digital platform on the Internet. TNVs are strictly prohibited from accepting street hails.

J. Most direct route required. Any driver who is requested by a passenger to transport said passenger to a definite point, shall take the most direct, expeditious and safe route unless otherwise requested by the passenger.

K. Responsibility: Transportation Network Vehicles authorized pursuant to this Chapter shall be operated in compliance with Holder's written policies and regulations acknowledged by the driver.

Any violation of law, local, state or federal, by any driver while operating under the authority of a certificate issued pursuant to this Chapter may be deemed a violation by the Holder if so determined by the Director following a hearing as provided in Section 202.

L. No Discrimination; Accessibility:

1. A TNC shall require that TNC Drivers do not discriminate against passengers or potential passengers on the basis of destination, race, color, national origin, religious belief or affiliation, sex, disability, age or sexual orientation/identity.
2. A TNC shall require TNC Drivers to comply with all applicable laws relating to accommodation of service animals.
3. A TNC shall not impose additional charges for providing services to persons with physical disabilities because of those disabilities.

Section 205. Certificate application.

- A. An application for a certificate shall be on a form dated and furnished by the Director. It shall be verified by the applicant and filed with the Director and shall include documentary proof of meeting the requirements in Section 204 of this chapter. The application expires if the applicant has not completed the process and received a certificate within one hundred twenty (120) days from the application date, unless additional time is justified by the Director.
- B. Each application shall be accompanied by a Seventy-Five Dollar (\$75.00) processing fee.
- C. The application shall require the following:
 1. Business name, business address, and any established place(s) of business of the applicant within the state;
 2. Proof of registration with Secretary of State to conduct business within the State and the name and address of the TNC's registered agent; and
 3. Proof of insurance coverage as required by this chapter;
 4. Description of type and extent of service to be rendered;
 5. With said application, applicant shall attach a copy of applicant's drug and alcohol testing policies. Said policies shall include, but not be limited to, the following information:
 - a. A statement of the Holder's policy respecting drug and alcohol use by employees and independent contractors;
 - b. Which employees and independent contractors are subject to testing;

- c. The circumstances under which testing may be requested or required;
- d. Substances which are to be tested;
- e. Testing methods and collection procedures to be used;
- f. Consequences of refusing to undergo testing;
- g. Potential adverse personnel action which may be taken as a result of a positive test result.
- h. The rights of the employee and/or independent contractor to explain, in confidence, the test results;
- i. The rights of the employee and/or independent contractor to obtain all information and records related to that person's testing;
- j. Confidentiality requirements; and
- k. The available appeal procedures, remedies and sanctions;

Section 206. Certificate issuance.

If the Director finds that the application is complete and that applicant has met the requirements set forth in Sections 204 and 205 herein, he shall issue a certificate to the applicant. The Director shall review the application within a reasonable time after its completion and submittal.

Section 207. Certificate fees.

An annual certificate fee shall be assessed for each transportation network company. The certificate fee shall be assessed annually for the period from May 1 through April 30 of the following year. The fee shall be in accordance with the following schedule:

The annual fee is based on the number of drivers authorized to provide vehicle services through the Holder's digital platform

If 10 or fewer	\$300.00
If 11 – 40	\$600.00
If 41-70	\$900.00
If more than 70 -	\$1200.00

Section 208. Certificate renewal.

On or before April 30 of each year, the Holder may renew his certificate by the payment of the fees herein required, unless the Director finds that the Holder is not in compliance with any of the provisions of this chapter.

Section 209. Certificate suspension or revocation.

- A. The Director may at any time, pursuant to the revocation or suspension proceedings as herein described, revoke or suspend the certificate granted under this article, if he makes any of the following determinations of violations by (1) any drivers, operators, managers, partners, officers, or employees of the Holder; or (2) an independent contractor or agent operating under the authority of Holder if the Holder has knowledge of, reasonably should have had knowledge of, failed to prevent or supported the violations committed by the driver, independent contractor or agent:
1. If vehicles operated under the authority of the Holder are not operated in accordance with the provisions of this chapter;
 2. If vehicles are operated within the corporate limits of the City at a rate or fare greater than that specified on the TNC's digital platform or the Internet at the time TNV services were requested.
 3. If a Holder fails to maintain insurance, or if a TNV is operated but is not insured as required by this chapter;
 4. If the certificate was procured by fraudulent conduct or false statement of a material fact, or a fact concerning the applicant was not disclosed at the time of application and such fact would have constituted just cause for refusal to issue the certificate;
 5. If those persons, drivers, owners, operators, managers, partners, officers, employees, independent contractors, and/or agents engaging in the operation of a business that provides TNV services pursuant to the Holder's authority have violated any provisions of this chapter, or have committed any other acts, which reflect unfavorably on the fitness of the Holder to offer public services;
 6. If those persons, drivers, owners, operators, managers, partners, officers, employees, independent contractors or agents engaging in the operation of a business that provides TNV services pursuant to Holder's authority have failed to maintain adequate and properly operating equipment as required by this chapter.
 7. For good cause, as shown by the Director.

- B. After revocation of a certificate, a Holder shall not be eligible to make application for a certificate for a period of two (2) years, and subsequent applications must be made in accordance with Section 204 of this chapter.

Section 210. Record-keeping requirements of certificate/license holders.

Each Holder shall maintain all records of TNCV services within the City for the previous 90-day period, subject to review by the Director as provided herein.

Section 211. Record Inspection Authority.

If a meritorious complaint against a TNC or driver is received by the Director, or for any other good cause, the Director has the authority to inspect the records of the TNC as necessary to investigate the cause and/or to resolve the complaint.

Section 212. Driver compliance with traffic rules and regulations.

Any driver providing transportation network vehicle services shall drive in compliance with city and state traffic rules and regulations, and shall not engage in any unlawful act while providing transportation network vehicle services.

Section 213. Vehicle inspections; maintenance; equipment.

- A. Every vehicle operating under this chapter shall be periodically inspected by the Holder, or a third party at Holder's request, at such intervals as shall ensure the continued maintenance of safe operating conditions. Upon such inspection, if it is found that the vehicle does not meet safe operating requirements, the Holder shall cause the vehicle to be removed from service until such time as the vehicle has complied with safe operating standards.
- B. In addition to all other applicable legal requirements, it shall be unlawful for any person to operate or cause to be operated any transportation network vehicle unless such vehicle:
1. has a manufacturer's rated seating capacity of less than ten persons, including the transportation network driver;
 2. has at least two doors and meets applicable Federal Motor Vehicle Safety Standards for vehicles of its size, type and proposed use;
 3. is a coupe, sedan, or light-duty vehicle, including a van, minivan, sport utility vehicle, pickup truck, hatchback or convertible; and

4. has not been issued the title class of "salvage," "rebuilt," "junk," "total loss," or any equivalent classification in any jurisdiction.
- C. The Holder and the driver shall be jointly and severally liable if the Holder permits the driver to use a vehicle that does not meet the requirements for a transportation network vehicle.

Section 4. SEVERABILITY CLAUSE: If any section, sentence, clause or phrase of this ordinance or any part thereof is for any reason found to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remainder of this ordinance or any part thereof.

Section 5. REPEAL OF CONFLICTING ORDINANCES. That all ordinances or parts of ordinances in conflict herewith be and the same are now expressly repealed.

ADOPTED by the Council: _____

Date

Chair of the Council

OFFICE OF THE MAYOR

Received by the Mayor: _____, at _____.
Date Time

Dewey F. Bartlett, Jr., Mayor

By _____
Secretary

APPROVED by the Mayor of the City of Tulsa, Oklahoma: _____
Date

at _____.
Time

Mayor

(Seal)
ATTEST:

City Clerk

APPROVED AS TO FORM AND LEGALITY:

City Attorney

DUI RATES DECLINE IN UBER CITIES

MAY 5, 2014
POSTED BY CHRIS

The availability and affordability of rides on the Uber network provide the residents of Uber-enabled cities with an important alternative to drunk driving. Each drunk driver who is replaced by a safe, professional, and sober partner on Uber's platform represents a considerable contribution to the welfare of a city such as Chicago. Until now, this benefit has been anecdotal. In order to show how much Uber's entry in markets has reduced local drunk driving, we built a simple econometric model that uses publicly available data.

In a general purpose research effort, we looked at Seattle as an example city with the most readily available data. Every city differs, but we find that this research strongly suggests that there is a relationship between people's decision to drink and drive and increased transit options. We can reasonably extrapolate these results and apply them to what we consistently hear from our riders in Chicago and elsewhere.

We estimate that the entrance of Uber in Seattle caused the number of arrests for DUI to decrease by more than 10%. These results are robust and statistically significant. The diagram below illustrates the "Uber effect" relative to the baseline of DUIs. We also included the measured impact of legalizing marijuana (see the Details section below for more on this).

Table 1: Regression Discontinuity Output

		Estimate	Std. Error	t value	Pr(> t)	
8	(Intercept)	7.6831716	0.3325283	23.105	< 2e-16	***
7	day	0.0020233	0.0006459	3.132	0.001771	**
6	pot.legalTRUE	1.4008270	0.3709933	3.776	0.000167	***
5	dow1	-0.3791986	0.3180066	-1.192	0.233309	
4	dow2	-5.0022745	0.3180070	-15.730	< 2e-16	***
3	dow3	-5.3906180	0.3180069	-16.951	< 2e-16	***
2	dow4	-4.4926413	0.3180065	-14.128	< 2e-16	***
1	dow5	-3.5965157	0.3175904	-11.324	< 2e-16	***
0	dow6	-2.4063536	0.3175890	-7.577	6.62e-14	***
	UberTRUE	-0.7074153	0.3533327	-2.002	0.045475	*

DETAILS

In order to begin studying this important but difficult question, we have assembled drunk driving data from the arrest data made available by the police departments of both San Francisco and Seattle. In San Francisco, the data is available from the city's general crime data on their website.¹ We filtered this for DUI according to Category "DRIVING UNDER THE INFLUENCE." This includes non-alcohol drug arrests for driving under the influence, which we leave in in the main analysis (it makes almost no difference if we filter for only alcohol-related DUIs). Seattle has a traffic crime database², that we filtered for DUI as well. Seattle's data does not distinguish between alcohol and other drug-related DUIs. Both data sets report a timestamp for each arrest; we accumulated arrests by day in the regressions below.

As a first step, we estimated a simple regression discontinuity that tested whether the incidence of DUI changed in Seattle before and after Uber entered, controlling for a time trend, day of the week effects, and the legalization of marijuana (which seems to have caused a spike in DUI³).

*Note: In the chart above, the intercept reflected is the average of days for simplicity of display, and the regression in Table 1 displays the intercept for Sunday.

By this approach, Uber is responsible for approximately -.7 DUIs per day, or more than a 10% reduction overall. However, this approach is inherently weakened by the fact that many things could have caused DUI to go down around the time when Uber entered. In order to test the robustness of this estimate, we use San Francisco as a control city in a "differences-in-differences" framework. The result is consistent:

Table 2: Differences-in-Differences Output

	Estimate	Std. Error	t value	Pr(> t)
(Intercept)	3.0963878	0.2390053	12.955	< 2e-16 ***
day	-0.0004305	0.0005177	-0.832	0.405754
pot.legalTRUE	0.2394509	0.2973542	0.805	0.420735
seattleTRUE	3.2775153	0.2939764	11.149	< 2e-16 ***
dow1	-0.1066047	0.1802320	-0.591	0.554245
dow2	-2.7942405	0.1802322	-15.504	< 2e-16 ***
dow3	-3.0782951	0.1802322	-17.080	< 2e-16 ***
dow4	-2.6238256	0.1802320	-14.558	< 2e-16 ***
dow5	-2.0917109	0.1799961	-11.621	< 2e-16 ***
dow6	-1.3997299	0.1799954	-7.776	1.06e-14 ***
UberTRUE	0.0610985	0.2831993	0.216	0.829204
day:seattleTRUE	0.0024483	0.0007321	3.344	0.000837 ***
pot.legalTRUE:seattleTRUE	1.1602775	0.4205196	2.759	0.005835 **
seattleTRUE:UberTRUE	-0.7621283	0.4005019	-1.903	0.057158 .

could be a
no greater
decrease

The advantage of the differences-in-differences approach is that it filters out any random shock that is common to both Seattle and San Francisco, whether or not we observe that randomness in any of the variables in our data sets. While it's still possible that something unrelated to Uber's entrance into Seattle coincidentally caused a change in Seattle's rate of DUI, this approach rules out most coincidences that occurred at a national or regional level.

CONCLUSION

This simple econometric study provides evidence that Uber's network of safe, readily available rides have a meaningful and measurable impact on drunk driving in cities in which Uber operates freely.

While there is plenty of room to explore this topic in future studies, the data confirms the intuitive claim, backed up by countless anecdotes, that potential drunk drivers will choose other options, like rides with Uber, when they are convenient, affordable, and readily available.



NEWS

HOUSTON CITY COUNCIL GIVES GREEN LIGHT TO UBER, LYFT

Houston

UBER

City council gave the green light to transportation services Uber and Lyft to operate in Houston

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By Miya Shay

Monday, August 11, 2014

HOUSTON (KTRK) -- Houston city council on Wednesday gave the green light to transportation services Uber and Lyft to operate in Houston.

By a vote of 10-5, council members passed the ordinance. Council members Jerry Davis, Mike Laster, C.O. Bradford, Michael Kubosh and Jack Christie voted no.

Uber and Lyft are two of the hottest technology-based vehicle for hire companies in the country. Both have expanded quickly in the United States and around the world. Based on the concept that anyone with a smart phone app can hire a car to take them somewhere, the two Silicon Valley darlings have attracted lots of attention, and funding from big time investors.

But with the quick expansion, the companies have run into legal issues in a number of cities. Houston was no exception. A few months ago, both companies began operating in the Houston area without legal authorization.

Drivers, using their own personal cars and vetted by the companies, show up after being requested. Payment is cashless, charged through the apps. As they operated, heavy lobbying at city hall ensued. Yellow Cab, the city's largest cab company, did not want Uber and Lyft to come into the city unregulated.

While all sides battled, Lyft driver Younes Hyder kept the pink mustache that symbolized Lyft in his trunk. This afternoon, he eagerly unearthed the pink mustache, minutes after city council voted to make ride sharing apps legal.

"I think it's a big relief because I was always like, I want to do something that's right but the city didn't allow me to do that," said Hyder, who works in sales when he is not driving a Lyft car. "Now the city is on our side."

For their part, Yellow Cab did not call Wednesday's vote to authorize major competition a loss.

"We're going to compete, we just wanted to make sure the playing field was level, and that everybody was going to play by the same rules," said Yellow Cab's CEO Ramon Martinez.

Council members did pass several amendments that were designed to make the competition more level. Currently, Uber and Lyft do not have a metered fare like a cab, and can change how much they charge based on demand. City leaders voted to allow that for cabs as well. But, it will only apply to cabs hailed through an app, not to cabs people catch on the street or at a hotel. Those cabs will still need to adhere to meter rates.

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AN UBER IMPACT: 20,000 J CREATED ON THE UBE PLATFORM EVERY MON

20,000 new jobs
\$90,000/year/driver
New York
\$74,000/year/driver
San Francisco
Normal taxi often are
below the poverty line
Decrease # of DUI by 10%

MAY 27, 2014
POSTED BY CRAIG

Drivers around the world are seizing Uber's economic opportunity by building small businesses for community needs long forgotten by the taxi industry: high quality, safe, reliable and affordable transportation options. At its current rate, the Uber platform is generating 20,000 new driver jobs every month.

**MEDIAN UBERX SMALL BUSINESS INCOME PER YEAR: \$90,766
(NYC); \$74,191 (SF)**

UberX driver partners are small business entrepreneurs demonstrating across the country that being a driver is sustainable and profitable. For example, the median income on uberX is more than \$90,000/year/driver in New York and more than \$74,000/year/driver in San Francisco.

**THE UBER PLATFORM GENERATES \$2.8 BILLION¹ PER YEAR
FOR THE U.S. ECONOMY, AND IS GROWING.**

Just four years ago we set out to build a better option for people to move around cities – to make getting a ride safer, easier and affordable. But Uber's positive impact goes further; hundreds of thousands of entrepreneurs are using the platform to build their own small business, resulting in a

Jobs

huge job growth engine for cities resulting in billions of dollars being pumped into the U.S. economy. – Travis Kalanick, Uber CEO

UBER IS AVAILABLE TO 137,451,768 AMERICANS WITH AN AVERAGE PICKUP TIME OF LESS THAN 10 MINUTES - THAT'S 43% OF THE U.S. POPULATION COVERED IN JUST FOUR YEARS

Our powerful technology platform delivers turnkey entrepreneurship to drivers across the country and around the world. In contrast, the nation's taxi drivers are often below the poverty line, required to spend \$3,500/month – over \$40,000/year – just to lease their taxi, so that wealthy taxi company owners can reap the benefits of drivers having no other option to make a living.

UBER'S PRESENCE IN A CITY REDUCES IMPAIRED DRIVING

Uber's presence also lowers incidents of impaired driving. The availability and affordability of rides on the Uber network provide the residents and visitors of Uber cities with an important alternative to drunk driving, marking a considerable contribution to the welfare of a community and reducing DUI arrests by tens of thousands across the nation. Uber's recent econometric analysis shows that, for example, the entrance of the Uber platform in Seattle caused the number of arrests for DUI to decrease by more than 10 percent.

DRIVERS REAP BENEFITS OF THE UBER PLATFORM: *IN THEIR OWN WORDS*

The transparency and accountability of the Uber platform makes drivers feel safe: "I feel very safe [on the Uber platform], they have a record of everyone who gets in my car and everything that goes on." [Washington Post, April 13, 2014]

Drivers no longer have to pay more than \$700/week to rent a taxi: "[Michael] Belet said he grew tired of paying \$105 a day to rent his Barwood taxi and jumped at the chance to use his own car." [Washington Post, April 13, 2014]

Drivers have more flexibility and make more money on the Uber platform: "Jason Bow worked as a cab driver for two years before he turned to Uber X [sic] ... as an Uber X [sic] driver, he makes more for less: a 40-hour workweek nets him about \$1,500... 'I get to create my own schedule, and that's what's most attractive to me,' he says." [Fortune, Jan. 15, 2014]

Taxi drivers feel "emancipated" with Uber: "Ali Vazir, a Denver UberX [sic] driver, quit being a cabbie after nearly six years plying streets in Denver for Yellow Cab and Metro. What drew him to UberX [sic] was the chance to drop the weekly cab lease payments he made to the cab company, which amounted to \$22,000 to \$32,000 annually. After other expenses, Vazir said, there were times it was a struggle to make the equivalent of minimum wage. . . 'I feel emancipated. I'm so much happier, and my passengers are happier, too,' Vazir said." [Denver Business Journal, February 21, 2014]

UBER ECONOMIC STUDY: UBER SERVES UNDERSERVED NEIGHBORHOODS IN CHICAGO AS WELL AS THE LOOP. DOES TAXI?

MARCH 3, 2014

POSTED BY ANDREW MACDONALD

SUMMARY

The Uber app was created to make sure that people could get rides when and where they need, no matter what. We already know that 4 in 10 rides in Chicago start or end in underserved neighborhoods and we have heard story after story from riders around the world who have never been able to get a taxi to come to their neighborhood, and who now rely on Uber for reliable transportation.

So we decided to take it a step further and investigate the quality of service in those communities. This study explores what, if any, relationship exists between a neighborhood's economic well-being and the level of service that Uber's network provides in that neighborhood. We studied two related questions: 1) does a neighborhood's median income predict the expected time before a driver appears after a request is made? and 2) does a neighborhood's median income predict the likelihood that a request will go completely unfulfilled?

The results? Median income in a neighborhood has no meaningful relationship to Uber's level of service in that neighborhood, including wait times and fulfillment rates.

METHODOLOGY: THE WONKY STUFF

In order to investigate the relationship between local income and Uber's level of service, we analyzed a data set that included:

- median income by neighborhood

- neighborhood in which each trip originated
- whether or not each trip was ultimately fulfilled
- the time between request and pickup for each completed trip

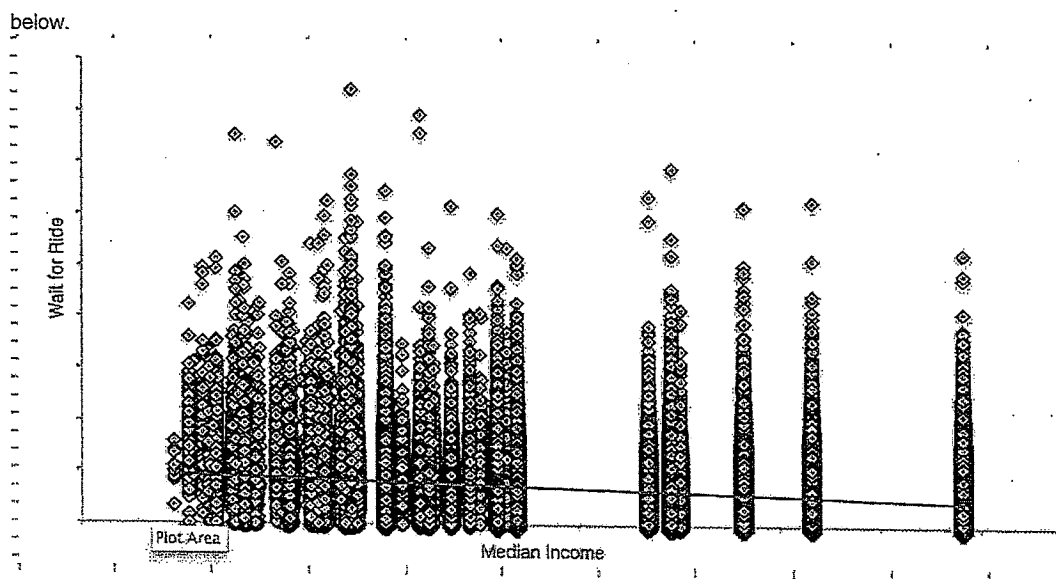
The relationship between a neighborhood's income and the waiting time was determined by running an ordinary least squares regression of the form $\text{wait} = a + b * \text{income}$. This regression was run on a large number of trips in 2014 in Chicago. The relationship between a neighborhood's income and the probability of a ride's being fulfilled was determined with a similar specification, $\text{prob_unfulfilled} = a + b * \text{income}$. This second regression was run on a single observation for each neighborhood of the percentage of trips that are not fulfilled as a percentage of all trip requests.

RESULTS: THE NUMBERS

Median income is related to expected wait time by the formula

$$\text{wait (in seconds)} = 510 - .003 * \text{median income (in dollars)}$$

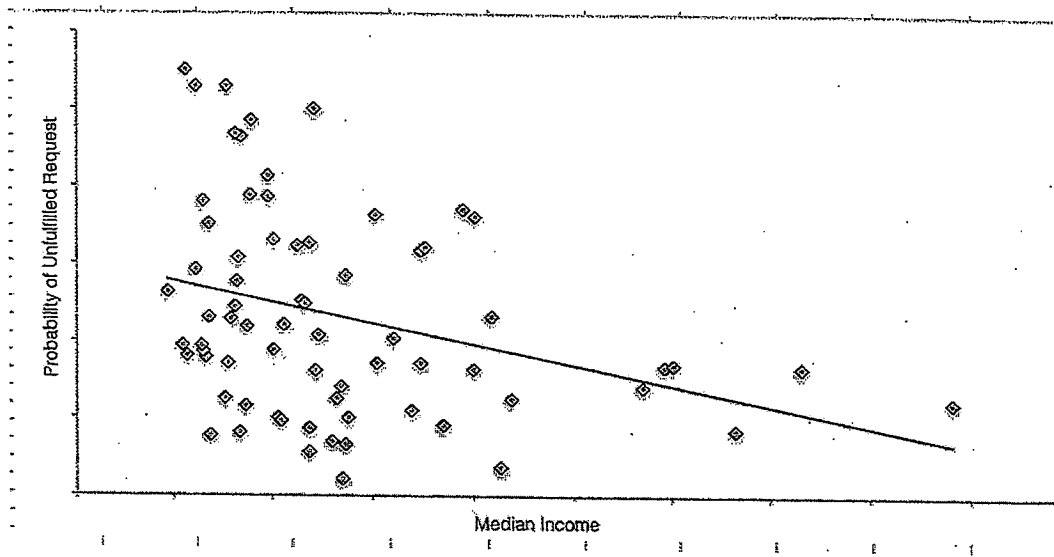
In other words, a \$1,000 increase in a neighborhood's median income is associated with 3 fewer seconds in expected wait time. The data and regression line are shown graphically



Median income is related to the probability of a ride going unfulfilled by the formula

$$prob_unfulfilled = .3 - .000003 * median\ income\ (in\ dollars)$$

In other words, an increase in median income of \$1,000 is associated with an increase in the probability of fulfillment of .003 (ie, .3 percentage points). The data and regression line are shown graphically below.



DUI RATES DECLINE IN UBER CITIES

MAY 5, 2014
POSTED BY CHRIS

The availability and affordability of rides on the Uber network provide the residents of Uber-enabled cities with an important alternative to drunk driving. Each drunk driver who is replaced by a safe, professional, and sober partner on Uber's platform represents a considerable contribution to the welfare of a city such as Chicago. Until now, this benefit has been anecdotal. In order to show how much Uber's entry in markets has reduced local drunk driving, we built a simple econometric model that uses publicly available data.

In a general purpose research effort, we looked at Seattle as an example city with the most readily available data. Every city differs, but we find that this research strongly suggests that there is a relationship between people's decision to drink and drive and increased transit options. We can reasonably extrapolate these results and apply them to what we consistently hear from our riders in Chicago and elsewhere.

We estimate that the entrance of Uber in Seattle caused the number of arrests for DUI to decrease by more than 10%. These results are robust and statistically significant. The diagram below illustrates the "Uber effect" relative to the baseline of DUIs. We also included the measured impact of legalizing marijuana (see the Details section below for more on this).

Table 1: Regression Discontinuity Output

		Estimate	Std. Error	t value	Pr(> t)	
8	(Intercept)	7.6831716	0.3325283	23.105	< 2e-16	***
7	day	0.0020233	0.0006459	3.132	0.001771	**
6	pot.legalTRUE	1.4008270	0.3709933	3.776	0.000167	***
5	dow1	-0.3791986	0.3180066	-1.192	0.233309	
4	dow2	-5.0022745	0.3180070	-15.730	< 2e-16	***
3	dow3	-5.3906180	0.3180069	-16.951	< 2e-16	***
2	dow4	-4.4926413	0.3180065	-14.128	< 2e-16	***
1	dow5	-3.5965157	0.3175904	-11.324	< 2e-16	***
0	dow6	-2.4063536	0.3175890	-7.577	6.62e-14	***
	UberTRUE	-0.7074153	0.3533327	-2.002	0.045475	*

DETAILS

In order to begin studying this important but difficult question, we have assembled drunk driving data from the arrest data made available by the police departments of both San Francisco and Seattle. In San Francisco, the data is available from the city's general crime data on their website.¹ We filtered this for DUI according to Category "DRIVING UNDER THE INFLUENCE." This includes non-alcohol drug arrests for driving under the influence, which we leave in in the main analysis (it makes almost no difference if we filter for only alcohol-related DUIs). Seattle has a traffic crime database², that we filtered for DUI as well. Seattle's data does not distinguish between alcohol and other drug-related DUIs. Both data sets report a timestamp for each arrest; we accumulated arrests by day in the regressions below.

As a first step, we estimated a simple regression discontinuity that tested whether the incidence of DUI changed in Seattle before and after Uber entered, controlling for a time trend, day of the week effects, and the legalization of marijuana (which seems to have caused a spike in DUI³).

**Note: In the chart above, the intercept reflected is the average of days for simplicity of display, and the regression in Table 1 displays the intercept for Sunday.*

By this approach, Uber is responsible for approximately -.7 DUIs per day, or more than a 10% reduction overall. However, this approach is inherently weakened by the fact that many things could have caused DUI to go down around the time when Uber entered. In order to test the robustness of this estimate, we use San Francisco as a control city in a "differences-in-differences" framework. The result is consistent:

Table 2: Differences-in-Differences Output

	Estimate	Std. Error	t value	Pr(> t)	
(Intercept)	3.0963878	0.2390053	12.955	< 2e-16	***
day	-0.0004305	0.0005177	-0.832	0.405754	
pot.legalTRUE	0.2394509	0.2973542	0.805	0.420735	
seattleTRUE	3.2775153	0.2939764	11.149	< 2e-16	***
dow1	-0.1066047	0.1802320	-0.591	0.554245	
dow2	-2.7942405	0.1802322	-15.504	< 2e-16	***
dow3	-3.0782951	0.1802322	-17.080	< 2e-16	***
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seattleTRUE:UberTRUE	-0.7621283	0.4005019	-1.903	0.057158	.

The advantage of the differences-in-differences approach is that it filters out any random shock that is common to both Seattle and San Francisco, whether or not we observe that randomness in any of the variables in our data sets. While it's still possible that something unrelated to Uber's entrance into Seattle coincidentally caused a change in Seattle's rate of DUI, this approach rules out most coincidences that occurred at a national or regional level.

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While there is plenty of room to explore this topic in future studies, the data confirms the intuitive claim, backed up by countless anecdotes, that potential drunk drivers will choose other options, like rides with Uber, when they are convenient, affordable, and readily available.